F.N. BROWN FORESEES ADVANCE FOR MEXICO

President of National Railways Thinks Madero Will Give Wise Administration.

THINGS NOW ABOUT NORMAL

Declares New Government Will Welcome Foreign Capital-Roads Make Up Loses Caused by War.

ere from Mexico City, where he makes ormal again, that the railroads were run ing about as usual and that fully three surths of the men who took part in the on had returned to their previous ditions throughout the country, he added, had been effected far more quickly than any one had hoped or expected, and orther trouble was looked for

Mr. Brown spoke highly of Francisco Madero, ir., the successful leader of the whom he characterized as 'th man in the right place," and predict that when he was elected President of as he had no doubt he would at the forthcoming election, he would Mr. Madero," he added, "Is a member of of the leading families of Mexico, and is to be expected under the circum tances, is a man of fine education and road ideas. He is favorably disposed tow eds Americans and all other foreigners and will welcome the investment of foreign capital looking to the development of the country's resources. Foreign capital will have nothing to fear if he is elected Prestdent, as it seems probable he will be, as up to the present I have heard of no ser! ion to his candidacy, and nonis likely to develop, in my opini Under his administration Mexico will

will advance more rapidly in many ways than it has in the past While am a great admirer of former President believe that he had fulfilled his ssion, and I think that under Madero ions called for in the conuct of the government's affairs will be nore quickly carried out than would have been the case under the old regime.

Railways Making Up Losses

up and that the condition of the roads was He said there had Most of the damage to the railads, he said, was confined to the bridges, jured. and these were destroyed only because it declared the bridges had been that it was one of the

utput of the mines was about normal, alrevolution was in progress.

As regards agriculture, he said that corn. which was one of the leading crops in Mexico, was not planted until June, when the rains began, and by that time the war was practically over, and that sugar, an other of the principal crops, had also probably not suffered much, for the reason that it took twelve months to mature from the time of planting. A good deal of traffic, he added, also came from lumber and other forest products, which had not been injured in any way

Road's Earnings On Increase.

Speaking of the traffic on his own road he said that while the gross earnings for Time showed a decrease of approximately \$350,000, or about 12% per cent below the normal for the month, the earnings for the

indertaken by his company. Mr. Brown reolled that, aside from building five branch lines, with a total length of about 377 wiles, work on which was going on now, no New construction of any magnitude was teing considered at present. His company the added, had also just finished convert of the brench line from Acambaro to Uru-Man, 152 miles, from narrow to standard rauge. This is regarded as one of the tost important improvements made to the

property for a long time. In regard to a report that a change in change in the administration, Mr. Brown and that he had not heard of any such change and did not think there was any

Speaking of the crop outlook in this Untry, he said that all he could say percoally was what he had seen on his way pfrom Mexico, and that as far as St pitals: outs the crops seemed to be badly in of moisture and in some places corn turning yellow. He added, however hat since he came North there had been thing in the territory he had passed frough, which should have improved the resultion of the corn materially, and that any event the section he passed through "Mesented only a small percentage of the

Mr. Brown expects to remain here about

MEXICO BECOMING NORMAL

Read of Guggenheim Operations Says

Industry Is Resuming Rapidly.

W. Eccles, executive head of the Gug heim operations in Mexico and Alaska started last night on a two months to the West, said yesterday that his fifces from Mexico were that industry that country was practically norma the had amounted to much. Many of the fidget destroyed by the insurgents were to be rebuilt, but work on them was

were in operation. a speaking of the controversy over the singham coal land claims in Alaska Booles said that the dispute seemed fer from settlement that the Guggenwins, who had been paying from \$7.93 to a ton for British Columbia coal, had GRAT. Mrs. Ads. No 28 Camden etreet. Boston to install oil human and coal, had wed to install oil burners on the Cop-Myar & Northwestern Raliroad, get of Me oil from California at a price Velent to \$3 45 a ton for coal

the pushed, and most of the railroad

SIGNS PUBLIC UTILITIES BILL.

Martford, Conn., July 11.-Governor Sim h E Baldwin to-day signed the public the bill recently passed by the Gen-Assembly, which now becomes a law. bill provides for a commission of three Bridgeport Hospital, slight abrasions of three Bridgeport Hospital, slight abrasions of the state Bridgeport Hospital, slight abrasions of or displayed by the supervision over all public KNOTT, Mrs. Lacy. No. 223 Massachusetts averight. Royce corporations in the state. The bill, Royce St. Vincent's Hospital, jaw fractured. Royce St. Vincent's Hospital, jaw fractured. Blart may lose sight of right eye. Onever, does not cover the issuing of nev



WRECK OF THE FEDERAL EXPRESS, LOOKING TOWARD THE BRIDGEPORT STATION Mrs. Horan's lawn, where the dead and injured were carried, to the right

12 KILLED-48 HURT

the retaining wall and carried through atisus to have a stable government, and car-a gaping hole in the front end pro

day car, or indeed in any of the cars

The St. Louis National League base-Speaking of the loss and damage suffered from Philadelphia to Boston. They esby the railroads during the war, Mr. Brown caped uninjured, barring a few minor said that they were considerable, but that scratches and bruises from the shock of the losses were now beginning to be made the sudden stop, and the Bridgeport unite in giving them the highest time by either side during the course of the praise for the efficient manner in which

For some unexplainable reason not was necessary for military reasons. Some speck of fire followed the wreck, alwere also destroyed though railroad men Bridgeport Fire Department received th effer considerable loss of traffic owing to the viaduct, but found that their fire fighting apparatus was not needed. It is minerals, coal and coke, and that the was nothing left to give body to a fire The twelve bodies taken from the at local undertaking rooms

THE DEAD AT ROUBKE & ROUBKES MORGUE. CHRISTIE, Charles W. No 2081 Rittenhouse street, Philadelphia, bound for Ellaworth,

WALCOTT Helena B. sixty-two years old.
Washington wife of Charles D. Walcott.
secretary of the Emitheonian Institution.
Unidentified boy, four and one-half years old,
thought to be son of Mis Louis Hartman.
Newneld, N. J.

last week of June showed an increase of Unidentified wiman, about imenty-eight years 15,000 over the corresponding period a pear ago.

Asked if any new construction was being Newmeld, N J Unidentified wiman, about imenty-eight years old, very dark half, height 5 feet 2 inches old, very dark half, height 5 feet 2 inches apparently Russian, corset, "Etyle 247"; figure 5 and peculiar curved mark sewed in at top of stocking.

ilientified man, black hair and mustache: large frame, head battered bayond recogni-tion; had on blue shirt, valies checked from Philadelphia to Boston

Philadelphia to Boston identified negro, about forty-five years old, ticket from Philadelphis to Boston; trunk theke from West Chester, Penn. to Boston; had card marked "The People's Home Supply Company, West Chester", a receipt from ply Company, West Chester, a receipt from Mrs. Arthur Dunnigan, No. 127 South Worthington street, West Chester, and \$20 in bills.

the relations between the government and satinders. George R. afty-five years old, the relironds was likely to result from the Norwich Conn. suffocated in siteper. The injured were taken first to the ad- Eugene Birmingham that all the doctors jacent lawn and house of Mrs. James in the city were needed. Horan, and after first aid had been given were taken to hospitals. Later in the day the following records of the injured were given out from the Mos-

THE INJURED.

ANDERSON, Joseph L. Elkridge, Md. Gelon Hospital, injuries slight

CALABRO, Mrs. Sarah, thirty-one years old, South iden street, Philadelphia: St. Vin-cents Hospital, skull fractured and left arm broken ALAPRO Christie Antonio and Ernest, chil-dren of Mrs. Sarah Calabro, not sarious

RASMAN, Henry, sixty-seven years old, Mid-dictown, Va., Bridgeport Hospital; cut on CLARK. Mrs. Sarah. Washington, Bridgeport Hospital, injuries slight. CORNISH. Mrs. Margaret L. Philadelphia; Bridgeport Hospital; injuries slight. CLEPHANE, Mrs. Nelle, Chevy Chase, Md.; Bridgeport Hospital; injuries slight.

LEPHANE, Beatrice, thirteen years old; in-

EY Estelle twenty-three years old, ashington, Bridgeport Hospital, injuries

Hochells, N. 1. St. Ville of ribs on left leg broken, fracture of ribs on side scalp wounds, right eye inconductor of Federal Limited.

FFAZER, Charles, Havre de Grace, Md. por-ter on fish car. St. Vincent's Hospital; cualded on neck, shoulders and arms. GIBBS, Helen, Washington; Bridgeport Hospital; injuries slight.

GREEN Edward M. Huntington, Penn ; Bridgeport Hospital, body brulses. GETTZ, William H. Philadelphia, Bridgeport Hospital, injuries slight GRAMKE, Angelina, Washington, Bridgeport, Hospitul, injuries slight

HENDERSON, Robert fifty-eight years
Philadelpnis: Bridgeport Hospital, t
shoulders and back sprained

HARIMAN Mrs Lois Newfield N J. Bridge-port Hospital condition serious from shock and operation on right foot. HARRIS, Mrs. Mary E., Philadelphia, Bridge-port Hospital, Injuries slight. JOHNSON, Mrs. Mary, Crow Creek, S. D., Bridgeport Hospital, slight abrasions of body.

May lose eight of right eye.

KIESNER, David, No. 104 Willis avenue. The on duty declared that it was an hour be-

CONNOR, Mrs Eleanor, Moylin avenue, nut Hill, Philadelphia, St Vincent's

SCHLOSKE, baby girl, four months old, brulae on left leg.

issued from the main offices at New Haven, together with the testimony of the railroad's representatives here, makes it plain that the only possible cause for the wreck was the tremendous speed of the train when it struck the cross over

wreck, which occurred a mile west of the station here, at 3.30 a. m., which made large part of this hour, it was said, had been lost by the Pennsylvania and the Curtis, the New Haven's engineer, was

plainly trying to make up the time lost

Sergeants Blansfield and Prouty, of the headquarters with six policemen in an AT HENRY E BISHOP'S MORGUE, BRIDGE- automobile patrol wagon. When they Haven, they sent word back to Chief

Calls Thirty-five Doctors.

the scene of the accident inside of a few minutes. Most of them came in their automobiles, and these were turned into jured to the hospitals.

Meanwhile an elderly but very active woman, at whose very door the mass of the situation in one quick grasp, and had started a relief work within minutes, almost seconds, after the first roar of the wreck had subsided

The Horan home is fronted by a large, sweeping lawn, tree shaded, and sloping gently down to the street level, over which the viaduct crosses. Mrs. Horan saw the train leave the rails and plunge down the embankment and was out aid

"The mosquitoes had kept me half awake an hour before the wreck," said Mrs. Horan, "and when I heard the bell of the train coming I got up to look out which to save himself, but also a pile of No. 349 East 134th street, where he live of my window. The engine seemed to of the viaduct, and I sirely thought it was coming straight at my house,

"There was a terrible roar and a fiving of sparks and I ran to get something on and get outdoors. When I place seemed to be filled with broken a dozen trunks and looked around me. HOYT Frank A. No. 15 Leslie stret. Dor-chaster, Mass : baggagemaster on limited: Bridgeport Hospital; suffering from shock came running in, and we cars. Then I heard people scream, and

Thought All Must Be Dead.

wreckage he believed that everyone on the cars must have been killed out-

Blansfield and all the other policemen

of the wreckage

Stamford sent the word to New Haven

bunks when the train plunged over the embankment. They were the only attendants in the moving aquarium. One side of their car was wiped out as if it had been made of paper, and they were thrown violently against the roof of the car Almost instantly the car was over The Federal Express is scheduled to holes in its flooring. The two men New York and New Haven, as he had go through Bridgeport at 2.19 a. m. The dropped through the holes, literally railroad officials place the time of the thrown out to comparative safety, and from the embankment on which they found themselves. They crossed the ditch at the foot of the incline and didn't let a few bruises and scratches keep them from turning around to help others

who were not so fortunate. Several thousand fishes, mostly trout were scattered around the wreckage of

the government's stock car. The stone retaining wall which holds the embankment at the street crossing viaduct held three strangely painted mottoes which were an object of curtus awe both to the thousands of people who came to look at the scene of the eleven, five and three years old, respecwreck to-day and to the lucky survivors of the wreck.

"Prepare to Meet Thy God." was the wording of these signs so uncannily placed by a religious enthusiast on the scene of a disaster. The words were painted in characters ten inches or so in height and could be read easily from al-most any point within two hundred feet

Saved Through a Mistake

Roger Bresnahan, the manager of the Birmingham got thirty-five doctors to St Louis baseball team, said that it was due to a mistake that the two cars in which his men were travelling were Leaving Philadelphia, their cars were midway in the train, he said, but when the New Haven road picked them off fact it is probable that at least some of the baseball players owe their lives.

"I was in the next to the last car. said Roger, "and when the spill came I grabbed something and held on. I got really should have been running slower. out all right, and not one of our fellows vas hurt seriously."

"Rube" Ellis, of the St. Louis team said. "I was in bed at the time of the wreck, and I just grabbed hold of a bar and held on for life. I got a good bump on the head, but that was all." Frank A. Hoyt, buggage master of the

train, had not only a plunging car from to recover from the nervous shock. At tumbling, tossing trunks. "I was sitting in the middle of the car last night that he had come home early in

on a trunk," he said, "when suddenly the the day, but had been unable to eat any cars swayed as if we had struck something, thing and had decided to go to New Ro burt in St. Vincent's Hospital, Bridgeport. "The car wasn't quite full of baggage and the trunks bumped and rolled around

reached the lawn a few seconds after- me that the car didn't go all the way down ward the train was all off the track into the street. When I came to my senses except the two sleepers, and the whole a bit I pulled myself out from under half "Up above there was a hole, and I made for it. When I got there I sawiit was the Grand Central Station denied the report door of the car, for we lay on our side yesterday that the engineer in charge of about half way down the embankment. For

that when he first saw the mass of gained the ground I saw the rear man going men had to go before being made engineers back down the tracks to warn any oncoming trains, and I seized a red lantern and men," in which class Curtis was rated. went in the other direction. I have been in accidents before, but the man who assigned an engineer to his never in any as bad as this."

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the crash came. He awoke to find himself in darkness, but otherwise none the wors for the accident, though a negro who say ross the aisle from him was killed. Groping about for his wife, who had been a his side when he dozed off, he found that he could extricate her the woodwork took fire and his hands were badly burned, when the Fire Department managed to extinguish the flames and release Mrs. Saunders, who was taken to the hospital with a broken

in which his body was found, was to die at

among the ruins of his cab, ramaining at his post to the last. He was fearfully burned with the coals which he himself had heaped high only a few moments before in the effort to make up the lost hour. The baggage car seemed to have been he safest of any which left the rails, for not only did the baggage-master comthrough alive, but about two hours after the accident, in the darkest corner behind the heaps of trunks, was discovered, cow ering with fright, a builded, which with difficulty coaxed into the light.

BLAMES THE ENGINEER

Official Statement Says He Disobey Order as to Speed.

New Haven, Conn., July 11.-An official statement, issued by the New Haven Com pany to-day, lays the blame for the Bridgeon the dead engineer, A. M. Curtis, of New York, who was a relief man, taking the place of Fowler, the regular engineer of the Federal Express. The statement follows:

frain No. 72, Federal Express, left Fair-field at 3:29 a. m. and was wrecked at 3:32 a. m. Consist: United States Fish Commission car, baggage car, coach and six sleepers, total nine cars. The engine and first six cars left the

of the United States Bureau of Fisheries, who were in the car which was right pehind the engine.

H. L. Canfield and F. Oden, jr., of the Fisheries Bureau, were sleeping in their The cause of the action track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles an hour. He was going from track No. 2 to track No. 4 in order to make the station stop at Bridgeport. Time card rules specify fifteen miles an hour.

The cause of the action track no. 4 at a high rate of speed, estimated close to sixty miles an hour. The cause of the action track no. 4 in order to make the station stop at Bridgeport. Time card rules specify fifteen miles an hour. The cause of the action track no. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles an hour. He was going from track no. 2 to track No. 2 to track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles an hour. He was going from track No. 2 to track No. 2 to track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles an hour. He was going from track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles and hour. He was going from track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles and hour. He was going from track No. 2 to track No. 4 at a high rate of speed, estimated close to sixty miles and hour. He was going from track No. 2 to track No. 4 in order to make the station stop and the control of the contr

Vice-President Horn, of the New Haven road, said to-night that Curtis was thor-

run the Federal Express before. Mr. Horn said that Curtis disregarded both the distance and home signals, and confirmed the earlier official statement that the Federal Express was running at the cross-over at a rate of about sixty miles an hour when the running card called for

CURTIS'S WIFE TALKS

Says Engineer Was Feeling Well When He Left Home.

Arthur M. Curtis, the dead engineer of the fiver, lived in a little five room flat at No. 836 Backman Place, The Bronx, with his wife, Alice, and three small children. The children, a boy and two girls, are

years for the company," said Mrs. Curtis last night, referring to her husband "Fart of that time he was a fireman, but for seven years he had been an extra engineer. He ran principally freight trains, but he took out lots of passenger trains, too. I It may have been the heat that knocked remember he took the Federal Express up nty a few months ago

Mrs Curtis denied that her husband was regular on the Cannon Ball freight. He worked sometimes on a switch engine, she said, and spent from 7 o'clock Monday morning until 3 to the afternoon in the ards here in New York. Going home, he ay around the house for a while and thet went to bed, to be called at 10 o'clock by the company and told to report at midnight to take the Federal Express to New Haven Though this gave him only about six hours of sleep on Monday night. had had a good night's rest the night before, his wife said. She was sure that he ing on one side caved in, burying George have told her. She would not believe that the hear had affected him in any way. She discovered. could not conceive how he happened to be running his train at such a speed if he Curtis was born in Sharon, Mass., thirtythree years ago, Mrs. Curtis said, and had

William H. Boyd, the flagman on No. 72, was the only one of the train crew to tured several ribs. He will recover. escape entirely without injury. He reported at New York at 10 45 o'clock terday morning and got leave for two days with his parents and brother, it was said

like pieces of cardboard. It was lucky for DEFENDS DEAD ENGINEER Heat or Lack of Sleep Responsible, Official Says.

chelle to visit the relatives of Michael J.

Furey, the conductor, who lay seriously

An official of the New Haven road at the the wrecked train, Arthur M. Curtis, was a few moments after the crash there was a cither inexperienced at the throttle or had Sergeant Philip Blansfield, who led the terrible stillness, but all of a sudden the never taken a passenger train out before. cries of the injured filled the air. When I He explained the training through which and the status of the so-called "extra The master mechanic of the division was

train, the official said. Curtis was as-

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wished to be laid off for a day or so. "It is reported to us." the official said, that in switching from track No. 2 to track No 4 the train left the rails. I am practically sure that there was nothing the matter with the interlocking system Curris out, or it may have been that he had had no sleep for some time and was

why he hit that curve thirty miles an hour faster than he should have been going." WELL DIGGER'S CLOSE CALL

dozing. No one will ever know now just

Long Time Buried by Cave In Before Plight Is Discovered

Newton, N. J., July 11 (Special) - While digging a well this morning in the summer camp of the Newark Young Men's Chris tian Association, at Quick Pond, the shorwas feeling fit and fine, or else he would Randall, a well digger, of this place. It was some time before the accident was

One of the campers going to watch the digging was confronted with the sight of one side caved in and no sign of the digger other than a hand on the top of the sand Assistance was secured, and with difficulty ater moved to Providence before coming Randall was dug out. A physician was summoned, and besides suffering from suf focation, it was found Randall had frac

ANOTHER MOORESTOWN FIRE

Five Since First of the Month Stirs New Jersey Town. Moorestown, N. J., July 11.-Five fires

since the present month began, all of them of mysterious origin, and fourteen such fires since the first of the year have arouse this place to a state of unrest and fear, and a strict investigation of the latest blaze is under way. It is thought almost ertain that this fire was set. It occurred this morning and caused a loss of \$15,000 The firemen, all volunteers, had a hard two-hour fight with the blaze, which for a time threatened to be far more serious than it was.

The fire was in the heart of the busines section of the village. It started in barn belonging to Joseph Clements Hop-kins, a miller and dealer in brewers grains. It spread to a larger one owned by Mr. Hopkins. Then the barn of R. M. Haas, a baker, caught fire. From the Haas barn the flames spread to a sarange where the flames spread to a garage, where they were checked.

REINDEER HERDS INCREASING.

Seattle, July 11.-That the reindeer herds of Alaska have been increased by nearly reindeer in Alaska now total more than W. H. Saunders, of New London, who was signed to train No. 72 night before last to three thousand head during the last year thirty thousand.

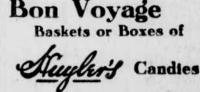
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was the statement made yesterday by Hawkesworth, district superintendent of reindeer for Northern Alaska, who has just arrived in Seattle. The government